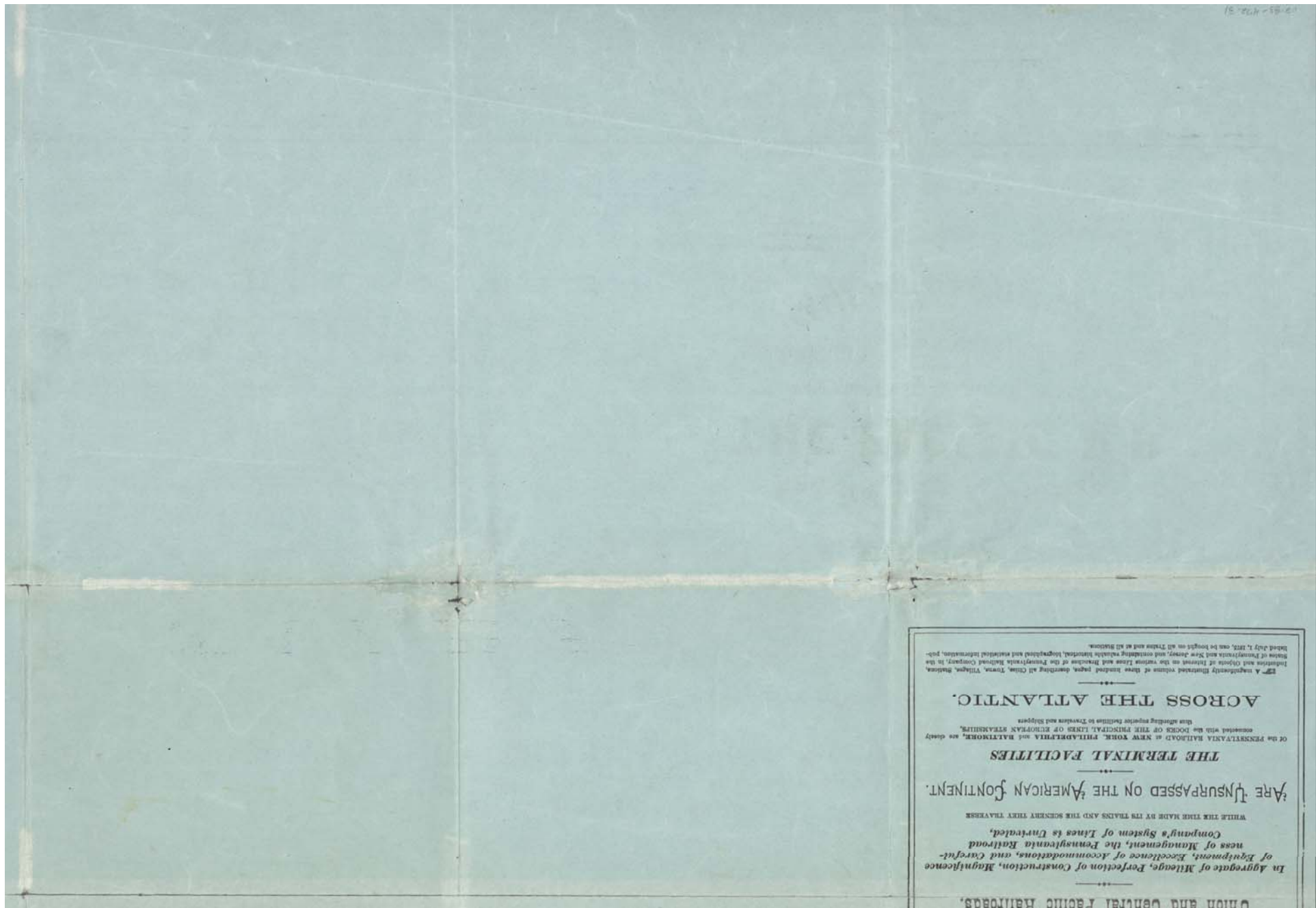


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Miscellaneous Information to Emigrants.

From Chicago, West.—Emigrants are carried on the regular first class express trains, and make the same time as passengers who hold first-class tickets. The cars that are used by emigrants are good, clean, well-lighted coaches, with upholstered seats and backs, and are as good as the

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Emigrants by their acceptance to save the country as they see through it. Emigrants can get meals at the regular eating-stations "along the line," or they can carry cooked provisions with them, and buy coffee or tea at the eating posts, and eat on the train.

Emigrant's moralities can go on the same train taken by emigrants from Omaha, as though freight cars are attached to the passenger train.

There are no social class passengers nor emigrants can have pillow sleeping car accommodations, and in this lies about the restrictions that are placed on them.

Emigrant Tickets.—Are limited as to time, being good between Chicago and Omaha for eight (8) days from and including day of sale. At Omaha you exchange this ticket for one of the Union Pacific Railroad issue, good for nine days from and including day of exchange. No "stop over" tickets are issued on second class or emigrant tickets. The difference in time between express and emigrant fare from Omaha to San Francisco is about five days.

Special Rates of Fare for Excursion Parties on
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The Union and Central Pacific Railroads will receive excursion parties at the following rates, for first-class passage on the regular trains:

ORDER TO SAN FRANCISCO AND RETURN:		
In parties of 10 each		\$180.00
" 15 "		270.00
" 20 "		360.00
" 25 "		450.00
" 30 "		540.00
" 35 "		630.00
" 40 "		720.00
" 45 "		810.00
" 50 "		900.00
" 55 "		990.00
" 60 to 75 each		1080.00

These rates are available for such organizations as Free Masons, Odd Fellows, Elks, Lions, Medical, Scientific and other associations; for hunting and fishing parties, tourists, pleasure and health seekers, who may organize parties in the same neighborhood.

In all cases, excursion tickets to points beyond Ogden and Salt Lake must be purchased at Omaha, as only the boxes of the Union Pacific Company will be recognized for excursions over the Central Pacific. These tickets will not be transferable, and will be limited to thirty, sixty or ninety days, according to previous arrangements. The number of excursions for any train is limited to one, and the number of

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